

POLITICS KILLED THE FAIR.

Motives that Induced Congress to
Vote for Chicago.

Boss Platt Denies Responsibility—
Charges of Bribery.

The most engrossing topic of discussion
in this city is still the unexpected collapse
of our World's Fair bubble. The hope
which is frequently expressed that the
bubble may be rehabilitated when the
subject is brought up in the United States
Senate, and that the World's Fair bill
may be amended there, the name of New
York being substituted for that of Chicago,
is conceded by the well-informed to be
groundless. The New Yorkers at Wash-
ington acknowledge defeat, and accept
it as gracefully as possible. They
are unanimous in deprecating their
factious opposition to a final agree-
ment on Chicago, though they, together
with many of those who voted for Chi-
ago Monday, will strenuously oppose
the appropriation of any Government
money to help Chicago, or what New
Yorkers call spend \$15,000,000 of her
own money.

The only comfort and consolation the
New Yorkers can squeeze out of the turn
of affairs is the thought that Chicago has
won a white elephant, will of necessity
make a failure of the Exhibition as an
international affair, and will leave the
defeated metropolitans to point their
fingers, and say: "We told you so."

Most of the responsibility of the loss
of the Fair to New York is concerned, it
is simply that Chicago was on the spot
for four or five weeks, and three of those
weeks we were in the hands of the
Albany, and during that time not only
lost half our votes, but lost the backbone
of our voters—the enthusiasm. We lost
the intemperate strife at Albany one-
half our votes.

"Politics killed the Fair for New York,"
At Washington the New York police had
both ways. Democratic and Republican Con-
gressmen alike distrusted us. Every vote
that belonged geographically to New York
was taken in a different form. He said
to little knot of reporters at the Jer-
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"So far as the responsibility of the loss
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SAVE THEM FROM SHYLOCKS.

Workingmen's Need of the Passage of
the Weekly Payment Bill.

Only One Opponent at the Second
Legislative Hearing.

Advocates of the World's weekly pay-
ment bill are jubilant to-day over the
fact that the measure has advanced an-
other legislative step, and its prospects
for final passage are brighter than ever.
The long-expected second hearing was
had yesterday before the Assembly Judi-
ciary Committee at Albany. The discus-
sion on the bill engrossed the attention
of the Committee for nearly three hours.
Only one speech was made in opposition,
while there were a dozen in its favor.

The one opponent of the measure pre-
sented his side of the case so weakly that
the friends of the bill were overjoyed.
The necessity for another hearing is not
apparent. All of the weekly payment
bills introduced had been merged into
The World's bill. The Long Island
Railway Company, through Mr. E. B.
Hinsdale, appeared in opposition to this
bill, and declared that it would be im-
possible for that road to comply with the
law, should the bill pass.

Mr. Hinsdale admitted that weekly
payments would prove beneficial to the
great mass of workingmen, and in many
cases such payments are proper and just.

"But," said Mr. Hinsdale, "the Long
Island Railway Company, which I repre-
sent, could not obey the proposed law
except at great inconvenience and ex-
pense. If I should say that it was impos-
sible for it to do so, I would come very
near the truth. This Company has 275
miles of track. Its lines are larger than
from Albany to Buffalo.

"It is of great importance to its em-
ployees that their wages be taken to them
by a responsible officer, who knows that
they get what is due them. For this rea-
son, I consider that this bill belongs to
every gang of employees. I do not see
how the money could be sent to those
men so as to insure the Company against
loss in passing the same through differ-
ent hands.

"The employees are of different national-
ities and different grades of intelli-
gence. Some of them are not known by
names at all, but by number. I have
lately sent \$25,000 in wages to my em-
ployees, and am thoroughly impressed with
the fact that their men could not be paid
in less than ten days' time. More than
that, I consider that this bill belongs to
that kind of legislation that usurps the
rights of individuals, and is in danger of
leading to oppression as has been the case
in the case of the Pennsylvania Coal
company.

Judge Green asked if the Company had
any trouble with time-bayers. Mr. Hin-
sdale said the Company did not recognize
such a thing.

"Some companies protect their men,"
said Judge Green, "by making time-
bayers responsible for the money. I know
that if they got their money from the
company, they would not be going to time-
bayers for it. If I fail, I am sure that
the company will be ruined."

Assemblyman Rice made a brief, but
very effective, plea for the bill, saying
that it would be a great benefit to the
workingmen, and that it would be a great
benefit to the State.

Chairman Acker asked how his month's
wages and pay cash for his living expen-
ses.

Chairman Acker's question was an-
swered with facts concerning the Elevated
Railroad men, who are paid in cash.
The bill was then passed by a vote of
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F. WARD'S PARTNER DEAD.

2,000 CLOCKMAKERS OUT.

Prospect that the Strike May Be
Adjusted Satisfactorily.

News was received in this city to-day
of the death at Tunbridge Wells, England,
of William S. Warner, who, deceased
prominently in the colonial financial days
of Ferdinand Ward and Grant & Ward,
and who fled from this city when the true
inwardness of his operations was discov-
ered.

Mr. Warner died quite suddenly yester-
day, his brother-in-law, J. Henry Ward,
of this city, having received on Monday
the first information regarding his illness,
which was not at that time supposed to
be of a serious nature.

His wife and two children were with
him at the time of his death. He was in
his forty-second year.

Very little is known of Warner's early
business career except that for some time
he was a clerk in the employ of A. T.
Stewart & Co.

His first appearance in Wall Street
was in the Winter of 1880, when he
made his headquarters with Honore &
Grant, and began operating in mining
speculation.

Through his brother-in-law, Mr. Ward,
he made the acquaintance of Gen. Grant's
sons, and from that time up to the failure
of Grant & Ward, he was very chummy
with them.

His relations with the latter firm have
never been fully explained, and the mys-
tery surrounding his enormous transac-
tions with Ferdinand Ward is as deep as
it ever was.

The failure of the firm in no wise dis-
covered the extent of his interest in Ward's
big "contract" deals, but when it was
discovered that he was a creditor of the
firm to the amount of \$100,000, and that
Ward had transferred to him some of his
most valuable property, including his in-
terest in the Booth's Theatre property,
his country place at Stamford, Conn.,
and a large block of real estate in Brook-
lyn, suspicion was aroused.

Ward made a statement in which he
showed the transactions between himself
and Warner during a
period of two years preceding the failure,
which occurred on May 7, 1884.

By this it appeared that the aggregate
transactions reached the amazing figure
of \$20,564,721, and that while Ward had
paid to Warner nearly \$14,000,000 in cash
the former had received from Ward
\$16,678,620, giving him a profit of nearly
\$10,000,000.

It also appeared that Warner had re-
ceived by agreement from Ward in all
these transactions the sum of \$1,000,000
in cash, and that he had received from
Ward 10 to 30 per cent. at thirty to sixty
days.

The result was that suits were imme-
diately brought against Warner by
Julien T. Davies, the receiver of
Grant & Ward, and Mr. Holt,
Warner's partner in the latter firm, to re-
cover their profits, and though Warner
and his brother-in-law, Mr. Ward, who
represented him in the latter firm, per-
sistently maintained that such profits
had never been realized and that
Warner was entitled to the profits of the
contract, the extent of \$600,000 by these
transactions, a judgment of \$1,401,908.79
was rendered against the defendant, who
skipped out of the county on the very
day.

When the Sheriff came to levy upon
Warner's property he could only find \$400
worth of goods, and the balance of the
property having been transferred to his
wife, who had subsequently sold it in good
faith.

Previous to the culmination of these
suits, indictments had been found by the
United States Grand Jury against Warner
and Ward for conspiracy to defraud, and
Ward for conspiracy to defraud, and they
were twice arrested and brought before
Commissioner Shields.

These indictments were subsequently
discharged by Judge Brown on the ground
that they were defective, and Warner re-
mained in town until March 18, 1886,
when he fled to the Continent, and was
never seen again.

Since that time he has lived in luxu-
rious style in Europe, travelling both in
England and on the Continent, and has
been seen in the company of the Duke
and Duchess of Devonshire, and the
Duke and Duchess of Cambridge.

MR. WALLACE SURRENDERS.

Lenox Hill Bank's President Re-
leased on Bail.

Cashier Van Zandt Still Languish-
ing in the Tombs.

Ex-President Charles E. Wallace, of
the Lenox Hill Bank, who was indicted
yesterday for perjury, came down to the
District Attorney's office this morning
with his counsel and voluntarily sur-
rendered himself.

His bail had been fixed at \$2,000 on this
charge, and he brought with him his
wife, Mary Deewe Wallace, who was ac-
cepted as his bondsman.

She owns a house at 247 West Seventy-
fourth street, which is valued at \$2,000,
and upon which there is a mortgage of
\$18,000. When Wallace was arraigned
before Judge Martine he pleaded not
guilty.

Arrangements are being made to fix a
day for his trial, which he professes to
be anxious to have set for as early a date
as possible.

Edward Van Zandt, the late cashier of
the Lenox Hill Bank, who is held in
\$5,000 bail on indictments of forgery and
perjury, spent the night in the Tombs
and had not come to the District At-
torney's office up to noon to-day.

His counsel, Lawyer Phillips, says that
he will be able to procure bondsman be-
fore night, and one appeared this morn-
ing who was able to justify in \$2,000.
Meanwhile Mr. Van Zandt will continue
to languish in the cell in "Finance"
Row.

The Grand Jury is still investigating
the bank cases, and more indictments are
sure to follow. It is stated that they have
today taken up the Equitable Bank fail-
ure, and will certainly result in a new
crop of indictments.

The mysterious syndicate which created
a flurry of excitement only a short time
ago, offering, through Lawyer James
N. Platt, \$250 a share for the Union Ferry
Company stock has succeeded in buying
the five ferries in suite of the protas-
tations and efforts of certain directors
and stockholders to prevent them.

H. B. Hollins & Co., who, with Mr.
Platt, represented the syndicate, will to-
day transfer 5,360 shares of Union Ferry
stock.

This is a majority of the capital stock
of 10,000 shares, and next November the
syndicate will have full control and direc-
tion of the future course of the Union
Ferry Company.

How they succeeded in getting the con-
trolling interest, or who composes the
syndicate, remains an unsolved mystery.
Mr. Platt will not tell, and no one else
seems to know.

To an EVENING WORLD reporter this
morning he said: "The reason for the
syndicate buying the ferries is a simple
one. They propose to make money and
conduct things on modern business prin-
ciples."

The money the company has earned for
the past twenty-five years has been going
in at one door and out of the other.
It is true that the capital will be in-
creased to \$5,000,000.

"I don't believe that. Poor dividends
would result, and stockholders always
look after dividends."

"You have secured a controlling inter-
est at all events, have you not?"

"Yes, I believe we have 5,400 or 5,500
shares."

PASSENGERS ALL IN PANIC.

Heavily Laden Ferry-Boats in
Collision in This Morning's Fog.

The Pavonia Boat Erie Badly Dam-
aged—No Persons Injured.

During the dense fog this morning
there was a serious collision on the North
River between the ferry-boats Montclair,
of the Hoboken line, and the Erie, of the
Pavonia Ferry Company.

The Montclair, lightly loaded, was going
to Hoboken from Barclay street. The
Erie, with about 600 passengers on board,
was coming to Chambers street from
Jersey City. It was about 7.30 o'clock A.
M., an hour when traffic to New York from
the Jersey shore is at its greatest volume.

The huge boats met in midstream. The
Erie struck the Montclair on the star-
board side, smashing her paddle wheel to
splinters. The guard-rail of the Erie was
torn away, and a frightful scene of
excitement ensued.

There was a mad rush of passengers for
life-preservers. The forward deck of the
Erie was crowded with men and women.
When the accident occurred these people
rushed madly into the cabins, and through
the life-preservers they were saved.

Several women and one man fainted,
and to add to the terror the pilots of both
boats kept their whistles blowing. Tugs
and other crafts in the vicinity also blew
their steam whistles, while the fog was
so thick that nothing could be seen for
various rods.

Passengers on the Montclair also be-
came panic-stricken, but as there were
only a few on board, compared to the
Erie, they were more easily reassured.

Men and women on the Erie opened the
windows on both sides of the boat, and
rushed madly into the cabins, and through
the life-preservers they were saved.

Information concerning the extent of
the accident was refused at both ferry-
houses.

This is the only accident of any account
reported from the river this morning, but
the fog was so thick that it seems almost
a miracle that other and more serious
accidents did not occur.

None of the ferries were running on
schedule time, and several lines crossing
the East River were held up for hours.
The fog was so thick that it seems almost
a miracle that other and more serious
accidents did not occur.

The temperature in New York at 8
o'clock to-day was 44 degrees above zero.
Vessels of every description began to
flood into port with the first sign of
clearer weather.

Four Atlantic liners were reported
at Castle Garden before 10 o'clock. La
Champagne, the great French steamer,
from Havre, on which Mrs. Whiteley
was a passenger, was sighted first by
the lookout at Castle Garden.

Then, in rapid succession, appeared in
the order named, the German liner, the
Prinzess Alice, from Bremen; the British
liner, the Campania, from Liverpool;
the Italian liner, the Anania, from
Genoa; and the Russian liner, the
Rurik, from St. Petersburg.

Every seaman and weather sharp on
the piers spoke of the fog as being the
worst they had ever known. It was so
thick that it was a miracle that no acci-
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NEW OWNERS OF THE FERRIES.

Platt's Syndicate Secures Control
of the Union Ferry Stock.

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FOREIGN NEWS BY CABLE.

The Emperor to Study English
and American Labor Systems.

Respect for Our New Navy Ex-
pressed by a German Paper.

The Emperor to Study English and
American Labor.

Dr. Paul Niemeyer Dead.

Dead of Starvation, While Hugging
Her Gold.

Respect for Our Navy.

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EXTRA

2 O'CLOCK.

150 LIVES LOST IN THE FLOOD.

Desolation for a Hundred Miles
Along the Hassayampa.

Details of the Disaster More Terrible
as They Develop.

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